I claim:

1. An engine control system, comprising:

a cowl having a cavity which is shaped to receive an engine therein;

an opening formed through a portion of said cowl;

an air passage within said cavity, said opening being an inlet of said air passage; and

an air flow control mechanism disposed in flow control relation with said air passage, said air flow control mechanism being configured to be movable between a first position and a second position to affect the magnitude of air flowing through said air passage.

2. The engine control system of claim 1, further comprising:

an engine disposed within said cavity formed by said cowl, said engine having a throttle body structure.

3. The engine control system of claim 2, further comprising:

an intake conduit of said engine connected in fluid communication with said throttle body structure of said engine.

4. The engine control system of claim 2, wherein:

said air passage is the fluid connection between said opening and said throttle body structure.

5. The engine control system of claim 1, wherein:

said air flow control mechanism comprises a rotatable throttle plate.

6. The engine control system of claim 1, wherein:

said air flow control mechanism comprises a rotatable air deflection device.

7. The engine control system of claim 1, wherein:

said air flow control mechanism is disposed proximate said opening.

8. The engine control system of claim 1, wherein:

said air passage extends within said cavity between said inlet of said air passage and an outlet of said air passage.

9. The engine control system of claim 8, wherein:

said inlet and outlet of said air passage are both defined by the structure of the cowl.

10. The engine control system of claim 8, wherein:

said inlet and outlet of said air passage are disposed at opposite ends of an air channel which defines said air passage.

11. The engine control system of claim 1, wherein:

said air passage is defined by internal surfaces of said cowl.

12. The engine control system of claim 1, further comprising:

a propulsion control module connected in signal communication with said air flow control mechanism to cause said air flow control mechanism to move between said first position and said second position to affect the magnitude of air flowing through said air passage as a function of an operating characteristic of said engine.

13. The engine control system of claim 12, wherein:

said operating characteristic of said engine in the desired operating speed of said engine.

14. The engine control system of claim 8, wherein:

said air flow control mechanism is disposed proximate said outlet of said passage.

15. The engine control system of claim 2, wherein:

said engine is connected in torque transmitting relation with an outboard motor.

16. A method for controlling an engine control system, comprising the steps of:

providing a cowl having a cavity which is disposable at least partially around an engine;

forming an opening through a portion of said cowl;

providing an air passage within said cavity, said opening being an inlet of said air passage; and

disposing an air flow control mechanism in flow control relation with said air passage;

configuring said air flow control mechanism to be movable between a first position and a second position to affect the magnitude of air flowing through said air passage.

17. The method for controlling an engine control system of claim 16, further comprising:

disposing an engine within said cavity formed by said cowl, said engine having a throttle body structure.

18. The method for controlling an engine control system of claim 17, further comprising:

providing an intake conduit of said engine connected in fluid communication with said throttle body structure of said engine.

19. The method for controlling an engine control system of claim 16, further comprising:

providing a propulsion control module connected in signal communication with said air flow control mechanism to cause said air flow control mechanism to move between said first position and said second position to affect the magnitude

of air flowing through said air passage as a function of an operating characteristic of said engine.

20. The method for controlling an engine control system of claim 19, wherein:

said operating characteristic of said engine in the desired operating speed of said engine.

21. The method for controlling an engine control system of claim 20, wherein:

connecting said engine in torque transmitting relation with an outboard motor.

22. An engine control system, comprising:

a cowl having a cavity which is disposable at least partially around an engine;

an opening formed through a portion of said cowl;

an air passage within said cavity, said opening being an inlet of said air passage; and

an air flow control mechanism disposed in flow control relation with said air passage, said air flow control mechanism being configured to be movable between a first position and a second position to affect the magnitude of air flowing through said air passage, said air passage extending within said cavity between said inlet of said air passage and an outlet of said air passage.

23. The engine control system of claim 22, further comprising:

an engine disposed within said cavity formed by said cowl, said engine having a throttle body structure.

24. The engine control system of claim 23, further comprising:

an intake conduit of said engine disposed in fluid communication with said throttle body structure of said engine.

25. The engine control system of claim 24, wherein:

said air passage is the fluid connection between said opening and said throttle body structure.

26. The engine control system of claim 25, wherein:

said air flow control mechanism comprises a rotatable throttle plate.

27. The engine control system of claim 25, wherein:

said air flow control mechanism comprises a rotatable air deflection device.

28. The engine control system of claim 25, wherein:

said air flow control mechanism is disposed proximate said opening.

29. The engine control system of claim 25, wherein:

said inlet and outlet of said air passage are both defined by the structure of the cowl.

30. The engine control system of claim 22, wherein:

a propulsion control module connected in signal communication with said air flow control mechanism to cause said air flow control mechanism to move between said first position and said second position to affect the magnitude of air flowing through said air passage as a function of an operating characteristic of said engine.

31. The engine control system of claim 23, wherein:

said engine is connected in torque transmitting relation with an outboard motor.